

Army Aviation

AUGUST 15, 1980



The
U.S. Army/Sikorsky
UH-60A
BLACK HAWK



UNITED
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ARMY AVIATION

Vol. 29 — August 15, 1980 — Number 8

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Allen M. Burdett, Jr.

A veteran aviator and a member of the Army Aviation Hall of Fame, Lieutenant General Allen M. Burdett, Jr., Ret., died in San Antonio, Tex., on July 1 following an illness.

He is survived by his wife, Antoinette, of 414 E. Hathaway Drive, San Antonio, Tex. 78209; three sons, Allen, William, and Douglas, and a daughter, Margaret. From his initial rating as an Army Aviator in June 1960 to the time of his retirement as Commanding General, Fifth Army, he set standards of excellence along the way for those involved in the Army's aviation program.

As the Director of Army Aviation and later as the CG of the Aviation Center, he played a key role in not only training the force of the day, but in preparing the force of tomorrow, through many key studies and doctrinal developments.

An "Allen M. Burdett Memorial Scholarship Fund" has been established. Donations may be made to the AAAA Scholarship Foundation, 1 Crestwood Road, Westport, Conn. 06880.



AAAA CALENDAR

JULY-AUGUST 1980 CHAPTER MEETINGS

- ■ JULY 23. David E. Condon Chapter General Membership Meeting. An Update on Maintenance Test Flight Operations. Building 2411-B, Felker Field.
- ■ August 7. Check Point Charlie Chapter Initial Reactivation Meeting Col. Glen Marsh, Dep. Bgd. Cdr., Berlin Brigade, as guest speaker. Columbia House, Tempelhoff Central Airport (OOM), The Clipper Room.
- ■ August 17. Connecticut Chapter Summer Picnic/Social Get-Together. Lee and Marge Wilhem host the 1980 social outing. Thrushwood Lake, Trumbull, Connecticut.
- ■ August 22. S. California Chapter joint AAAA/AHS Professional Luncheon Meeting. Tour and Briefing of the Army and Air Force Test Activities. Edwards AFB Officers Club.
- ■ August 22. Coastal Empire Chapter General Membership Meeting. Chapter Projects for the upcoming year. Hunter Army Air Field Officers Club.
- ■ August 27, 28 Monmouth Chapter "Sports Days" AAAA Member and Guest Golf and Tennis Tournament plus a Clamback. Fort Monmouth Officers Club Courts and Course

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18 August 1980

THE BAD NEWS? OUR FIRST DUES INCREASE SINCE 1974

At its 19 July meeting, the Nat'l Board "**bit the bullet**" and approved a general increase in its individual and corporate member annual dues in view of the **three-year diminution** in the Ass'n General Fund. The increase has been brought about by the **all-too-obvious inflation** in our operating costs over the past six years, a period in which the Consumer Price Index has risen **more than 86%**, while — at the same time — the AAAA's operating revenues, based on an average six-year membership of 8,500 +, have been relatively stable.

THE GOOD NEWS? THE DUES INCREASE IS BEING DELAYED

The dues increase for individual memberships won't go into effect until October 1, and the "**old \$12 annual dues**" will be afforded to all persons applying for new membership until that date. Additionally, **current members** with October, November, and December 1980 membership expirations may renew at the **old \$12 dues**, provided that their one-, two-, or three-year renewal memberships are **postmarked prior to October 1**.

NATIONAL AND CHAPTER BOWLING CHAMPIONSHIPS

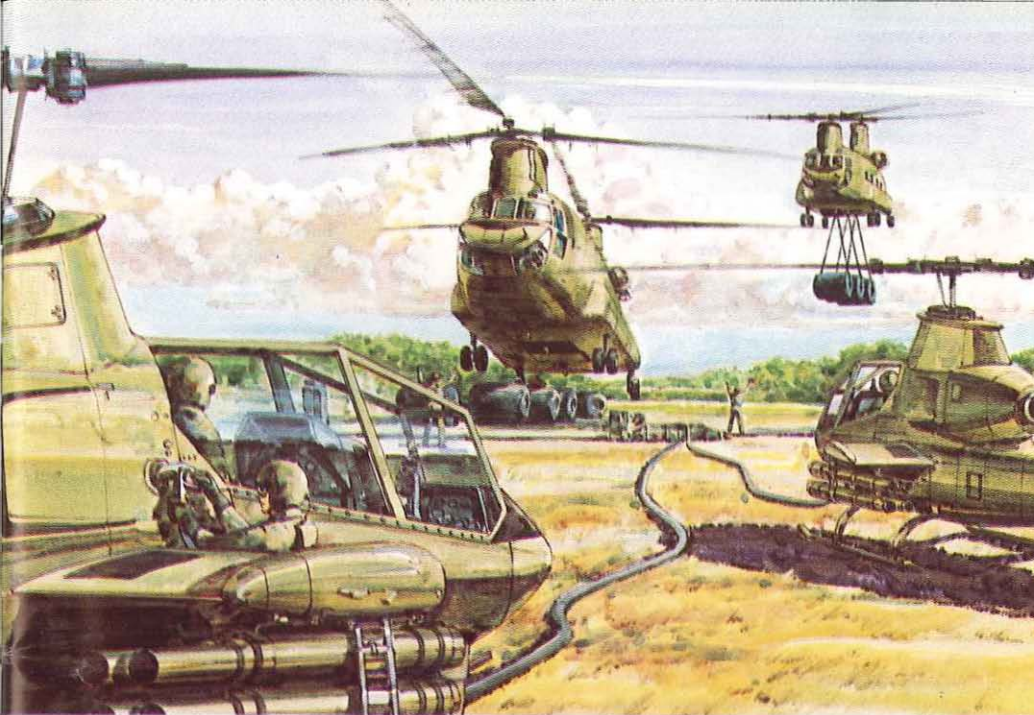
The AAAA will sponsor an **International (All-Chapter) Bowling Championship** wherein teams from CONUS and overseas will be invited to compete by mail. The **David E. Condon Chapter**, as proponent, will provide the inter-league rules for dissemination through the National Office.

NEW MEMBERSHIP ACTIVITIES

The members in the Greater Philadelphia-Wilmington Area have reactivated the **Delaware Valley Chapter**. In Europe, AAAA members in Berlin have also reinstated the **Checkpoint Charlie Chapter**, long one of the Association's "Most Active" small Chapters . . . There's still plenty of time to win many of the **Membership Sweepstakes**' prizes . . . Help us in our membership drive by signing up a new member at **pre-Oct. 1 dues!**

George S. Beatty, Jr.

GEORGE S. BEATTY, JR.
Major General, USA (Retired)
President, AAAA



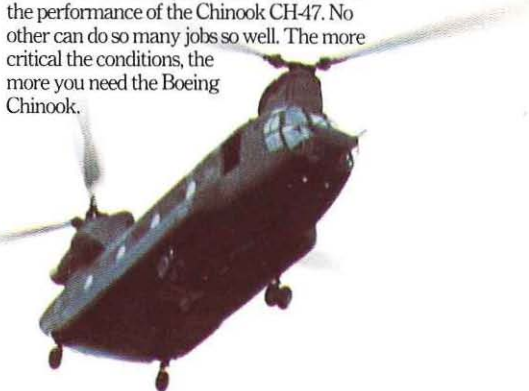
The Boeing CH-47 Chinook: the combat support reason.

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**BOEING VERTOL
HELICOPTERS
THE LEADING EDGE**

Philadelphia, Pa. 19142

FOR almost twenty years I have watched my fellow Army Aviators treated as if they were second class citizens. While not totally rejected by our non-flying contemporaries, we have alternately been ignored, suspected, resented, envied, and excluded.

Many of our 'ground-bound' friends have outwardly professed respect, appreciation, and admiration (especially during Vietnam), while inwardly harboring some or all of the reservations listed above.

We dress differently!

I, for one, believe that the majority of our grief has been brought upon us because we look different, i.e., we dress differently. I have worn red and grey and green flight suits in both one- and two-piece sets.

I have worn slick flight jackets that were orange inside, and neat green ones. I have used cloth and plastic and leather insignia in varying combinations.

I now wear an unbloused grey one-piece flight suit with a green jacket and hat. I neither look nor feel like a soldier. It's time for a change!

I remember flying two full Vietnam combat tours in cotton jungle fatigues. Some guys got burned pretty badly, so the Army did two things: it developed crashworthy fuel cells and equipped its crewmembers with Nomex clothing.

I wore Nomex on a third tour and know it works, but so does the new fuel system. The two cures for the same ill were obviously an overkill. Post-crash fires following survivable accidents have essentially been eliminated.

OPINION:

LTC(P) Jerry W. Childers contends that a good part of our difficulties with our non-rated brethren stems from . . .

Uniform Madness



I suggest that Army Aviation should get into step with the rest of the Army when it dons the new camouflage uniform next year. What a logical time to make the change!

The new outfit is much like the jungle fatigues, with many pockets and a loose fit, both of which are needed for cockpit comfort and utility.

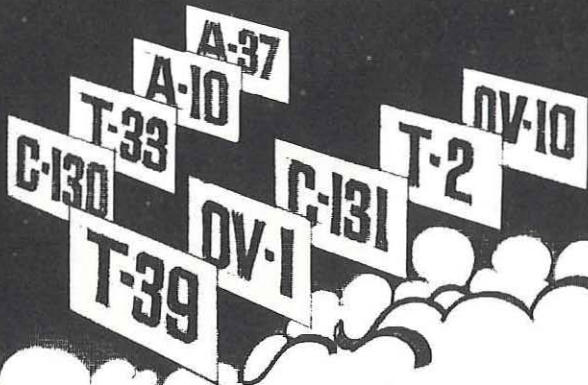
There will be many who argue strongly against this proposal. Flight crewmen will resist because Nomex is issued to them free.

Tradeoff: More flying hours!

However, it costs the Army several hundred dollars to equip one individual. Multiply that by the total crewmember population, then figure in cyclic replacement costs, and you'll have enough money to buy more flying hours and more aircraft, both of which we need very badly.

There will be injury-producing post-crash fires in the future. However, following the same logic that caused us to give up our annual flight physical chest x-ray (too expensive for the results to be achieved), we will eventually make a decision that Nomex is not cost-effective.

Let's do it in conjunction with the total Army uniform change next year. I, for one, do not want to wear a grey flight suit, a green flight jacket, and a camouflage hat.



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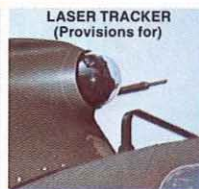
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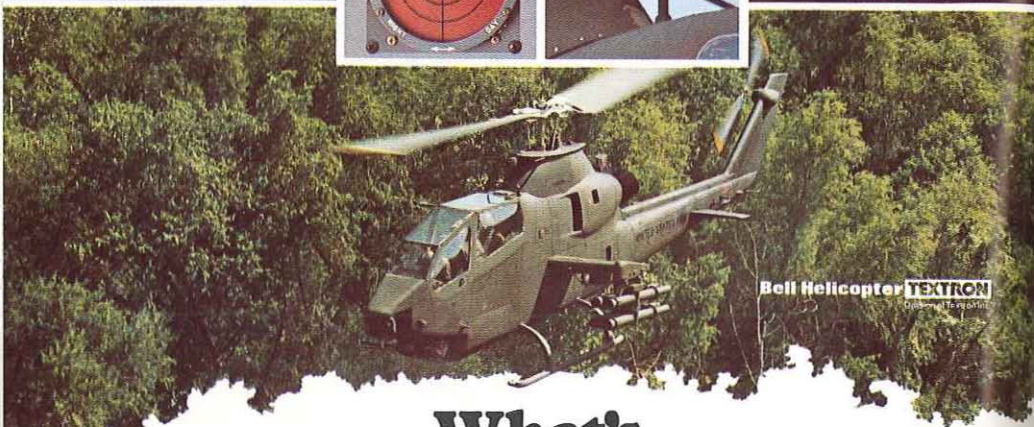
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Aviation Warrant Officer Overview



**BY BRIGADIER GENERAL RICHARD D. KENYON,
ARMY AVIATION OFFICER, ODCSOPS, DA**

EVEN though considerable portions of the previous articles that have appeared in this magazine have been devoted to personnel matters, it is appropriate and timely to devote a full effort to addressing one element of the aviation force structure - our Aviation Warrant Officers.

This group of dedicated individuals shoulders a significant portion of the aviation burden across the spectrum of Army organizations. Recent trends of attrition show that we have problems and my intent is to provide a position report.

1,200 AWO's short

The Army will probably end FY 80 about 1,200 warrant officer aviators short of total requirements. Why? . . . Because our training outputs for the last three years has not been sufficient to offset losses sustained during those years. The increased aviation school outputs for FY 81, which commence in October 1980, will begin to offset those losses, but do not solve the strength problem.

We must retain more of our valuable assets if we are to be able to man the Army's aircraft. To retain more warrant officers it's necessary to understand who is leaving and why; then examine the causes of voluntary release from active duty. This has been working for about a year.

First, let's look at who's leaving. The Army loses about 600 Aviation Warrant Officers per year. The breakdown: 100 permanent medical grounding; 150 retirees; and 350 reliefs from active duty, both voluntary and involuntary.

The last category requires more explanation since the first two are relatively constant and can only be slightly influenced by Army staff action.

For those aviators who graduated in FY 73, 74, and 75, the Army retained about 65% past their initial service obligation. Those year groups will continue to decline at a rate of about 5% per year.

The situation has recently changed because we retained only 45% of year groups FY 76 and FY 77 past the end of their initial obligation which occurred in FY 79.

Why the change? We don't have all the answers yet but two broad categories are pay and job dissatisfaction.

The first reason, pay — to include unequal flight pay — is easy to define but harder to cure. First termers are making career decisions in part based upon their evaluation of the civilian aviation market where they are finding opportunities they consider more rewarding. Air Force and Naval aviators are also making career decisions based on that evaluation.

In an effort to provide more compensation in this area, Department of Defense introduced Congressional legislation, now known as the Nunn-Warner Bill, which, if passed, would increase flight pay for both commissioned and warrant officer aviators by 25%. There are other features of the bill which will benefit all members of the force, if enacted.

Unequal flight pay, long an emotional issue in the Army, is once again being studied. Unequal flight pay between commissioned and warrant officers is considered an inequity by many warrant officer aviators who feel that equal cockpit duty should earn equal incentive pay.

A recommendation to equalize flight pay — more correctly called Aviation Career Incentive

Pay — has been forwarded by the Army to the Department of Defense. Legislative changes and funding will be required to effect such a change and we may be two to three years away from equalization if the Department of Defense considers the request valid.

Job dissatisfaction is much harder to define and resolve since the problem is centered both in duties in aviation units and perceptions of a future career. MILPERCEN and the Army Research Institute are both working to understand the problem better and to identify what causes people to choose other careers.

Entire program under study

The entire Aviation Warrant Officer Career Program is currently under study to see what improvements can be made in the near term to encourage more aviators to remain in the Army.

Some warrant officers consider administrative extra duty tasks such as mess, motor, or supply officer of the unit to be menial and beyond what they were trained to do. These are crucial tasks in a unit's operation and are normally performed by commissioned officers in many units, especially in non-aviation units.

Examination of internal Army selection policies has already produced some beneficial changes. For example, selection for fixed wing qualification now is done by a board of five warrant officer aviators, and both aviation and non-aviation warrant officers now sit on the DA Compassionate Review Board.

To be eligible for fixed wing training, an aviator must have completed at least seven years of aviation service. To be selected, the aviator must have served numerous tours with troops and have a top-notch file. We finally have a policy that's fair and rewards high quality service with troops.

Cobra training selection

Another change in policy is the way AH-1 Cobra training selection is made. Formerly, 100 annual quotas went to CW2s and CW3s enroute to new stations while 100 went to "turn around" Initial Entry Rotary Wing (IERW) graduates. Sending W2/3's through Cobra school enroute to a new assignment produced the number of Cobra pilots required but loaded the Cobra force with senior warrant officers.

Beginning in October, 1980, that ratio will be changed, providing 150 quotas to IERW "turn



A FIRST!—CPT Mary J. Carr, shown performing a pre-flight inspection with her Instructor Pilot, CW3 David Craig, became the first female helicopter pilot to fly the US Army's new Sikorsky UH-60A. She recently completed her Black Hawk transition training at USAVNC, Ft. Rucker.

arounds" and 50 quotas to W2/3's which will infuse the force with a better mix of youth and experience.

Job dissatisfaction can also be described in terms of career uncertainty, often expressed as "I will be behind my contemporaries if I don't get a certain school," or "What should I be doing at this stage of my career," or "I have my associate degree. Why can't the Army send me for a bachelor's degree?"

Army Aviators are high achievers as a group and their aspirations for continued self improvement are high. DA PAM 600-11, "Warrant Officer Professional Development", is a good guide for visualization of a career but obviously more needs to be done in this area to advise aviators not only what is desired but also what is possible.

Finally, where does all this leave us?

Are we in irrevocable trouble concerning strength, policies, and procedures?

What's the outlook for the future?

Generally speaking, we're not doing too badly. While our attrition is up over previous years, the causes of that attrition are being assiduously sought out. There is firm support from high leadership levels to change what needs to be changed.

I hope that Aviation Warrant Officers everywhere will share their concerns and suggestions to help us sort these problems out for the benefit of our personnel and the betterment of Army Aviation and the Army.

WHEN an aircraft crashes, particularly if someone is killed, it is only natural for all members of that unit to want all the facts surrounding the mishap. Understandably, aviation personnel are especially concerned about what caused the crash. This concern goes far beyond curiosity. The question in their minds are legitimate ones and highly relevant to their own safety.

Did a mechanical problem cause the crash? If so, was it caused by maintenance error? Was materiel failure involved? Is the problem peculiar to a particular aircraft? These are only a few of the many questions that come to mind. And they need to be answered. Unfortunately, in some instances they are not.

The need to tell unit personnel of the circumstances of a mishap is twofold; To prevent other mishaps from similar causes and to lessen any



ANOTHER FIRST!—LT. Patricia Fleming recently became the first woman to complete the Army's CH-47 Chinook Aircraft Qualification Course at Ft. Rucker, AL. A member of the Whirly Girls, she's a USAR officer with the 190th Trans Co in Kansas. CH-47 course lasts about six weeks.

anxiety or apprehension that air, ground support and maintenance personnel may have. The question, then, is who to ask.

During the on-site crash investigation, board members gather important facts. From these facts, they draw conclusions. These conclusions are then translated into findings.

Command group has authority

When the on-site investigation is completed, the board briefs the appointing authority and the unit command group on all the preliminary findings. This is followed at a later date, usually 20 to 30 days after the investigation, by a formal written report to the commander. This report includes both findings and recommended corrective actions.

It is the command group, then, that has the authority to pass on - for accident prevention purposes - the information made available to them. The investigation board has no such authority. So, it becomes not only the responsibility but also the **obligation of command** to tell unit members - and to put to rest all the questions - about not only what caused the crash, but also what has to be done about it.

WIRE strike protection for Army helicopters and their crews is on the way. Unfortunately, too late for some; but fortunately, in time for many.

To the uninitiated, this may not seem like a very big deal. The average citizen views communications and power cables as an unobtrusive necessity but to the helicopter pilot these wires are a dangerous obstacle to the completion of his mission. In-flight wire strikes are a serious threat during all-weather daytime and nighttime helicopter operations such as terrain flight (NOE, low level, contour), inclosed area takeoff/landing, and confined area maneuver.

The U.S. Army's growing emphasis on these operations is a major reason for the recent increase in wire strikes experienced. In the 19 March 1980 *Flightfax*, the U.S. Army Safety Center reported that in the first four months of FY 80, four lives were lost in wire strike mishaps and four helicopters were destroyed.

Despite peacetime training emphasis on avoiding wire strikes, the Army Safety Center reports that during the period 1 January 1974 to 1 January 1980, wire strikes accounted for:

8% of total Army aircraft damage

6% of total Army aircraft injuries

16% of total Army aircraft fatalities

The loss of men and materiel in peacetime due to wire strikes is a serious problem that may be greatly amplified in a combat situation, adversely affecting mission effectiveness. Typically, in a hostile environment we can expect the enemy to string wires as an intrusion countermeasure. Since the emphasized operations require flight close to the ground during varying degrees of visibility, the hazards presented by wires cannot be eliminated. However, the effects of these hazards can be effectively reduced by configuring the helicopter system to withstand wire strikes.

Many benefits

Increasing helicopter survivability to the wire strike threat will result in fewer mishaps, and therefore, increased aircraft availability, decreased maintenance, reduced casualties, and improved mission effectiveness.

The Applied Technology Laboratory (ATL) of the U.S. Army Research and Technology Laboratories (AVRADCOM), located at Fort Eustis, Virginia, has been active in analyzing the



Coming Soon!

Wire Strike Protection for Helicopters

Aerospace Engineer LeRoy T. Burrows with the Applied Technology Labs at Ft. Eustis, Va., reports on the actions being taken to counter this serious operational threat.

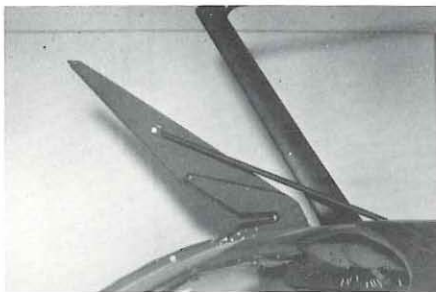


FIG. 1—The WSPS upper cutter that is designed to protect the main rotor controls of the OH-58.

wire strike problem and defining concepts that will make a helicopter more tolerant to this threat. In 1978 the author visited the Canadian National Defense Headquarters (NDHQ) to review the design of a Wire Strike Protection Concept conceived by Bristol Aerospace, Ltd. (BAL) under NDHQ sponsorship.

Ironically, their concept was almost identical to one for which ATL was formulating a development effort, except the ATL concept included skid gear protection. It was pointed out that U.S. Army wire strike mishap statistics strongly supported the need for skid gear protection from wire snags and that this would be a worthwhile addition to the Canadian design.

BAL redesigned their concept to include skid gear protection and named it the Wire Strike Protection System (WSPS), resulting in a design that is consistent with U.S. Army goals of simplicity, light weight, retrofit suitability, low cost, and high effectiveness for any wire strike protection concept.

The WSPS is a cutter/deflector system with an upper cutter (Figure 1) to protect the main rotor controls; a lower cutter (Figure 2) to protect the skid gear; and a windscreen center post deflector with a serrated cutting edge insert to deflect wires to upper cutter, to cut copper and aluminum wires, and to enhance centerpost structure.

The WSPS is a passive system, having no moving parts. Upon wire impact, the helicopter momentum deflects the wire/cable into the upper or lower wedge-shaped cutter that's notched to the extent required for easy breakage in tension. The total OH-58A WSPS weight is 16.3 pounds, including all supporting structure and the mounting plates.

In May 1979, the Canadian WSPS was qualified for Canadian Kiowa helicopter (OH-58A) application. BAL conducted a series of 52 wire cutting tests at a Gimli, Manitoba, Canada site by mounting a deflector and upper cutter on a wrecked Kiowa fuselage, rigidly securing this to the flatbed of a truck, and driving the truck into various wires.

Test variables included speed (15 to 60 mph), yaw angle (0 to 45°), and strike location (nose to top of cutter). The author arranged for a DARCOM/TRADOC/Safety Center team to witness part of this test series. Concurrently, the Canadian Aerospace Engineering Test Establishment, conducted a flying qualities qualification of the OH-58A with the WSPS installed. (No wires were cut in these tests). All wire cutting tests were successful and no significant effects upon aircraft performance were noted.

Upper cutter validated

The wire cutting test method employed by BAL validated upper cutter and deflector design objectives but did not test the lower cutter and, because the aircraft was rigidly fixed to the truck bed, did not answer questions regarding aircraft pitch and yaw changes and deceleration loads during the wire impact and cutting sequence, and their potential effects upon aircraft control, crew, and blade flapping.

To answer these questions, and thereby determine suitability of a WSPS for U.S. Army aircraft application, ATL acquired WSPS components from Canada under a standardization loan agreement to conduct a series of tests in the United States. Inasmuch as a manned flight

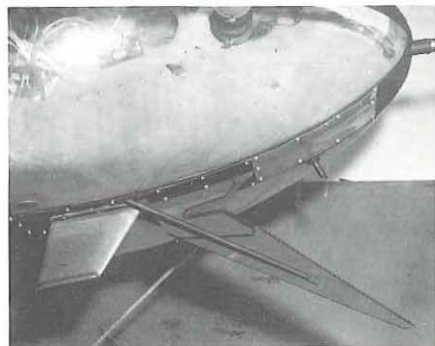


FIG. 2—The Wire Strike Protection System's lower cutter designed to protect the skid gear.

through wires posed an unacceptable risk, a test approach was selected that would nearly duplicate the free flight condition.

The tests were performed at the NASA Langley Research Center's Crash Impact Dynamics Research Facility, Hampton, Virginia, which uniquely permits helicopter pendulum swing tests (Figure 4). In these tests the aircraft was supported only by the rotor mast, as it would be in normal flight.

The Army's test specimen was an OH-58A helicopter that had been retired from service and was being used for maintenance training by the U.S. Army Transportation School. It was fully equipped OH-58, less avionic equipment. The aircraft was prepared for testing at ATL, to include installation of the Canadian OH-58A Helicopter Wire Strike Protection System.

"Wires cut with ease!"

Successful cuts of a 10M steel 3/8-inch-diameter cable carrying a 50-pair communications cable were made, each with the upper and lower cutter. This was the first test of the lower cutter. As a final test, two .419-inch-diameter copper high voltage power transmission cables were strung above a 10M messenger and a 50-pair commo cable. These multiple wires were cut with ease, deflecting into the upper and lower cutter simultaneously (Figure 4).

In these tests the aircraft velocity at impact was 40 knots and the yaw angle was 15°. The attitude changes and aircraft loads recorded were analyzed and found to be insignificant for all tests.

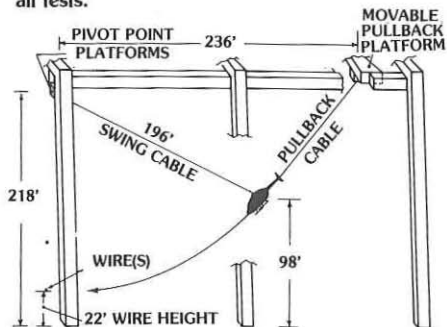


FIG. 3—Illustration of pendulum swing tests performed at NASA's Langley Research Center's Crash Impact Dynamics Research Facility.



FIG. 4—Langley Research Center test sequence with OH-58 Kiowa in the bottom of its pendulum arc cuts multiple wires simultaneously.

In addition, ATL fabricated an adapter kit to fit the OH-58A WSPS on an OH-58C. This hardware was shipped to the U.S. Army Aviation Engineering Flight Activity (AEFA), Edwards AFB, CA, where it was installed on an OH-58C and given flying qualities tests. No adverse effects on the lateral stability of this aircraft were noted (no wire cutting was attempted).

Also, ATL arranged for the Canadians to loan the second WSPS production unit to the U.S. Army so that it could be installed on an OH-58A at Fort Rucker to serve as a display and to permit operational evaluation (not to include wire cutting). The U.S. Army Aviation Development Test Activity at Fort Rucker performed this installation.

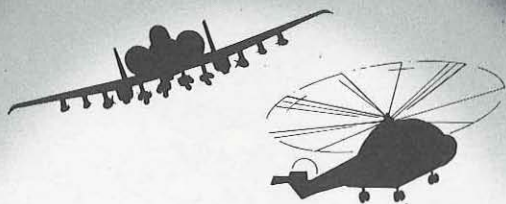
The Canadians have made a decision to initiate retrofit of their Kiowas beginning in April 1980. In this country, Product Improvement Programs (PIPs) have now been submitted for the OH-58, UH-1, and AH-1 series helicopters in that priority, and plans for retrofitting all Army helicopters have been formulated by Hq, AV-RADCOM and Hq, TSARCOM.

As a result of the ATL and Canadian tests and the alarming wire strike mishap statistics disseminated by the Army Safety Center, the major "users" took a supporting stand for the WSPS.

USAREUR stated an urgent requirement for a WSPS and requested that action be initiated to obtain WSPS equipment in Europe in the earliest possible time frame.

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CONTROL
DATA



IS WHAT?—Upon receipt, we took a long hard look at the above photo and immediately grabbed for the tranquilizers. Shown in this November 1957 bit of photographic nostalgia is "The Bored Dragon," the USA Aviation (Test) Board's unique unit costume for the '57 Ft. Rucker Halloween Party. A 68-legged beast, "The Bored" is shown undulating towards the Officers' Club in its uncertain, multi-brained way. In addition to creating numerous traffic diversions, it's rumored the beast decreased alcoholic consumption on the post momentarily. On snorting a loud "Set up 34!" at the O-Club Bar (while its tail was still moving through the parking lot outside), two bartenders blanched, suspending beverage service at the Club for 13 minutes. Harassed by endless budgetary slashes, Board officials pointed to a recent economy drive as the sole reason for the "single unit costume."

The Eighth U.S. Army stated that the WSPS is considered to be of critical importance to aviation safety and asked what assistance can be provided to insure early initiation of the OH-58, UH-1, and AH-1 PIPs.

FORSCOM stated there is an urgent requirement now for wire strike protection for Army helicopters and urges that WSPS PIPs receive high priority.

UH-1 system underway

No further development is required for the OH-58A; however, for all other systems the basic WSPS concept will require configuration adaptation and basic handling quantities evaluation. BAL has designed a UH-1 WSPS configuration under contract to the Canadian NDHQ that will also be available to the U.S. Army for retrofit initiation for this aircraft in FY 81.

The AH-1S will require developmental efforts to adapt the basic WSPS concept to this more complex weapons system. It is important to point out that during the competitive procurement process another wire protection system, other than the one described herein, could be

selected. This would more than likely affect the retrofit schedules stated above.

In summary, though not a panacea, the Wire Strike Protection System is considered to be critical survivability equipment for Army helicopters. The WSPS has been qualified in Canada and by the U.S. Army and is ready for OH-58A retrofit now.

70% effectiveness

Based upon mishap data one can deduce that the WSPS will be at least 70% effective in preventing wire strike accidents. Therefore, it can be postulated that for peacetime operations the WSPS will reduce Army Aviation damage by 5.6%, aviation injuries by 4.2%, and aviation fatalities by 11%.

In a combat situation, the WSPS can be expected to be even more prolific in preventing accidents and casualties because of the increased threat.

The approval and funding of the wire strike protection PIPs is another indication that flight safety is high on the list of Army Aviation priorities.



1980 AAAA
NAT'L CONVENTION

A LOOK BACK
AT ATLANTA





ABOVE: Courteous Atlanta Convention Bureau personnel assist in the on-site Convention Registration process. **BELOW:** Thanks to the Army Aviation Museum and LTC Tom Sabiston, its curator, an Army L-4 surprised Conventioneers as a main lobby display in the Sheraton-Atlanta.



BELOW: Instead of a traditional "Coffee Break," attendees enjoyed a refreshing "Popsicle Pause" in the Exhibit Hall. They're shown peeling the papers from their ice cream sticks.



Off M

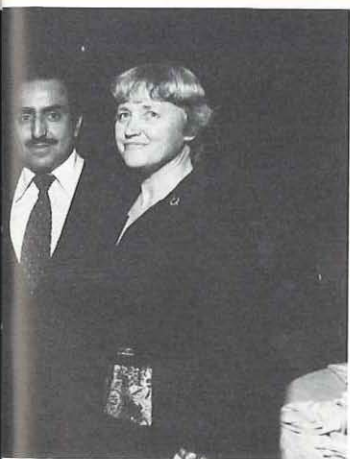


ABOVE: Protocol Chairman "Bill" Pollard, r., with Hall of Fame principals, l-r, Willa Marr, Betty and Mel Cook.





BELOW: President Beatty, l., and Mrs. Robert M. Shoemaker, r., flank HRH Prince Faisal and Princess Asiya.



ABOVE: AAAA President Beatty (at lectern) provides an abbreviated Annual Report during the AAAA General Membership Meeting preceding the second day's Professional Sessions.



ABOVE: A 5-piece Dixieland Band entertains attendees at the Penthouse "Box Lunch". **BELOW:** General Edward C. Meyer, r.; and Joseph C. Cribbins, center, ODCSLOG, are shown in a moment of preAwards Banquet levity with MG James C. Smith, left, ODCSOPS.



The AAAA's Most



VOTED
"THE MOST HOSPITABLE CHAPTER"
BY 1980 CONVENTION ATTENDEES

★★★
THE LINDBERGH CHAPTER
"RIVER RATS"

Some of the attendees shown KNEELING, l-r: Rick Brown, CPT David Meeks, Debbie Poteat, Carol Brown, Laurie Hesson, Bea Kempster, Ruth Luce, CPT Dennis Williamson. SITTING, l-r, Clare Poteat, Carolyn Ditton, Rita Geary, Thyra Bonds, Joyce Hesson, COL(P) James Hesson (Chapter President), Peg Mat-

Hospitable Chapter



thews, Tillie Rowlan, Sandra Berdux, Marjorie Kellogg. STANDING, l-r, Don Luce, John Geary, COL Jim Poteat, MAJ Robert Laposky, COL Sy Berdux, LTC Jack Kempster, MG Story Stevens, COL Terry Gordy, COL Kenneth Kellogg, Paul Hendrickson. PRESENT at Convention, but not in the photo: BG Ed and Mary

Lynne Browne, Gene and Marie Phillips, Jim Matthews, Jack Keaton, Bob Filby, Ralph and Loretta Parr, Marc Hilbert, Glenn Lewis, Judy Gordy, J.K. Bush, Brad Atwood, COL(P) Chuck and Lillian Drenz, COL Walt and Ellie Rundgren, Sus Stevens, and Charlie and Patty Crawford. 21 (Rene Bidez)



Some twenty military and industry speakers made presentations to the 525+ persons in attendance at the professional sessions at the Army Aviation Association's 1980 National Convention in Atlanta, Ga.

The speakers, whose photos are shown on these pages, included key Department of the Army officers in the areas of operations, logistics, and personnel. The theme, "Army Aviation — A Report for the '80's", also devoted major programming segments to reports from three corporate presidents and two aerospace vice presidents.

Updates on four major hardware programs (AAH, UH-60A, ASH, and CH-47D) were provided as were user reports from USAREUR; Ftis. Hood, Campbell, and Carson, and the Canal Zone.



GEN Robert M. Shoemaker
AAAA Presentations Chairman



MG Beatty
AAAA



LTG Otis
DCSOPS



MG Webb
ADCSPER



LTG Gregg
DCSLOG



MG Merrymann
Hq USAVNC



MG Browne
AAH-PM



COL(P) Drenz
UH-60A PM



COL Rundgren
ASH-PM



COL Gordy
CH-47D Mod PM



MG McEnery
Hq FORSCOM

Professional Sessions



ABOVE: The 1980 AAAA Professional Sessions in Atlanta are opened by Pres. George S. Beatty, Jr., (at lectern) with the introduction of GEN Robert M. Shoemaker, Commander, FORSCOM.



J.F. Atkins
Bell Helicopter



W.P. Jones
Boeing Vertol



W.J. Crawford, III
General Electric



J.G. Real
Hughes Hcptrs



G.J. Tobias
Sikorsky Aircraft



MAJ McGinty
6th ACCB



CPT Cook
101st Abn Div



COL Pulliam
Hq USAREUR



LTC Goodin
210th Avn Bn



CPT Gilbertson
4th Inf Division



**MONMOUTH CHAPTER
GET WIRED!**



**CORPUS CHRISTI
CHAPTER**



**SOUTHERN CALIFORNIA CHAPTER
AAHHHHH!**



**AIR ASSAULT
CHAPTER**



**FORT HOOD CHAPTER
HOOD TIME!**



**DAVID E. CONDON
CHAPTER**



**WE'RE
NO. 1!**

Hospitality Suites



**ARMY AVIATION CENTER CHAPTER
PEANUTS!**



**BE AN
EAGLE!**



**CONNECTICUT CHAPTER
DAMN YANKEES!**



**PRIME
MOVERS!**



**WASHINGTON, D.C. CHAPTER
HEAD SHEDDERS!**



Thirty-two aerospace and military exhibitors utilized 63 separate 8 x 10 booths at the 1980 AAAA National Convention. Reached by double escalators from the main lobby, the various exhibits were located on the street level in one large AAAA Exhibit Hall. As in 1979, the Exhibits were viewed during the opening Early Birds Reception, the Convention's several one-hour refreshment breaks and the final Saturday afternoon open exhibit period. The Hall was closed during all professional presentation periods to allow all exhibit personnel to attend the same Ass'n professional programming. The wives of attendees had a special one-hour viewing session.

★ ★ ★

PHOTOS THIS PAGE

Top left—Boeing Vertol—A D-Model rollout photo is viewed by William P. Jones, left, Boeing Vertol's Director, Medium Lift Helicopter Programs, and COLs Lewis J. McConnell,* AEFA Commander, and Bob Bonaficio,* President, USA Aviation Board; and LTC Robert S. Young, 101st Abn Div, Ft. Campbell, KY.



Left—Hughes Helicopters—Hughes President Jack G. Real, left, explains a feature of the Army's YAH-64 Advanced Attack Helicopter to LTG Jack Wright* and COL Daniel J. DeLany, Aircraft Survivability Equipment PM, as Carl D. Perry,* Hughes Executive VP, looks on.

Bottom left—Marconi Avionics—John D. Bolton, center, Marketing Engineer, and Wayne W. Stokes (2d from left), Marconi Program



Displays

Manager, brief 1. to r. COLs Bill Hobbs (Hq, FORSCOM), Darwin A. Petersen* (AVRADA, Fort Monmouth) and John J. Stanko* (Chief, Army Aviation Division, NGB) and LTC Marion J. Goodin, Commander, 210th Avn Bn (Canal Zone).

Top right—Sikorsky Aircraft Division—John R. Soehnlein of Army Marketing stands in front of the giant one-armed bandit that comprised a quarter of Sikorsky's exhibit space. The 3-screen game that "paid off" whenever a Quad-A emblem appeared in one or more of the screens proved to be one of the Hall's most popular exhibits.

Right—General Electric Co. GE Vice President "Bill" Crawford, cen., and George Burkholder, far right, a GE Human Factors Engineer, discuss the T-700 turbine engine with, l-r, MAJ Jack Sheehan (in civvies), 11th Aviation Group S-4; COL Terry L. Gordy, Program Manager, CH-47 Mod Program, and COL Dick Stoessner,* Deputy Commander, USA Transportation Center and Fort Eustis, Va.

Bottom right—Rockwell Collins—Maurice Mowrer (at far right), Marketing Manager, Telecom Products, and Dan Kothenbeutel (far left), Marketing Manager, Government Avionics, brief — left to right — BG Charles E. Canedy,* AAAA's USA-REUR Regional President; MG James C. Smith,* ODCSOPS, DA; and COL Bob Molinelli, Hq, III US Corps, Ft. Hood, Texas. *Denotes Member, AAAA National Executive Board.





1980 Hall of F

Top Left: Major General George S. Beatty, AAAA President, greets the Hall of Fame Luncheon guests, and introduces General Hamilton H. Howze, left photo, the Chairman of the Army Aviation Hall of Fame Board of Trustees and the Luncheon Master of Ceremonies. Top and bottom center photos: The Hall of Fame head table. Top right: 1980 Inductee, LTG Allen M. Burdett, Jr.; Mrs. Beatty; and GEN Howze. Right: Hall of Fame Inductee CW4 E.M. "Mel" Cook and his wife, Betty, are applauded on their way to the head table.





Home Inductions

Bottom right: Mrs. Golda Marr, center, the mother of Inductee John Marr, is surprised on her 79th birthday as the members of her family get ready to help her blow out the candles. The man with the matches, General Shoemaker (rear) gets ready to light the cake as soon as Dotty Kesten places it on the table. Bottom left: The widow of 1980-1983 Inductee, LTC Robert L. Runkle, left, and Inductee Joseph P. Cribbins, right, of ODCSLOG, Department of the Army, are shown during the ceremonies held at the 1980 HOF Induction Luncheon.





1980 Ha

Clockwise, starting with the bottom left photo. 'Joe' Critchbins, "Mr. Army Aviation Logistics," and Hall of Fame member LTG William J. Maddox, Jr., after portrait unveiling. Left: CW4 and Mrs. E.M. Cook, are flanked by HOF member LTG 'Bob' Williams and Mr. and Mrs. Reginald Nelson, r., the Inductee's sister-in-law and her husband.

Top left: MG George S. Putnam, Jr., center; HOF member LTG John J. Tolson, II, left; and Mrs. Putnam listen attentively as Gen. Putnam reads Hall of Fame citation is read.

Above: WWII—Korean War veteran LTC Arthur W. 'Pet' Barr and Mrs. Barr stand beside the former's portrait just unveiled by Hall of Fame member Glenn Goodhan.

Top right: HOF member CW4 Mike Novosel, left, at 30



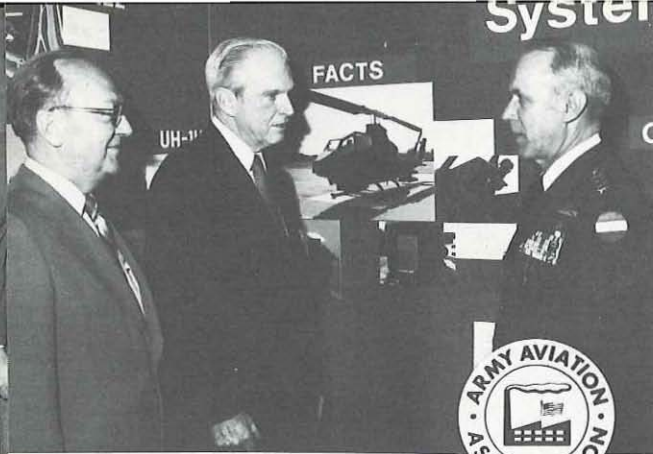
of Fame

Frank N. Piasecki, right, flank Inductee COL John W. Marr and, left to right, his wife Willa; his mother, Mrs. Golda Marr; his daughters, Connie and Kathie; and his niece, Cindy Jones.

Right photo: Longtime friend and fellow HOF member LTG Harry W.O. Kinnard escorts Inductee LTG Allen M. Burdett, Jr., center, and Mrs. Burdett to the portrait site where the Hall of Fame portrait was first unveiled.

Bottom right: The portrait of 1980-1983 Inductee LTC Robert L. Runkle is viewed by the members of his family. — l-r, his widow, Mrs. Runkle; his son, CPT John Runkle; his daughter, Sari; and his son, Robert, and daughter-in-law. MG James C. Smith, a Hall of Fame member, escorted the family to the portrait unveiling site.





Clockwise, starting with the top left photo are—Bell—James F. Atkins, c., BHT Pres. and Robert R. Williams,* BHI President cover some ground with GEN Robert M. Shoemaker, right, CG at USA FORSCOM.

Top center—Agusta—Walter J. Wosicki, left Asst VP & Dir of Materiel of the Italian Aircraft Corp., briefs COL "Walt" Rundgren, right, ASH PM, on company areas of interest.

Top right—Sanders—Chatting at the special ASE booth are, l-r, COL Daniel J. DeLany, ASE PM; Thyra V. Bonds,* Ch, PM Division ASE Ofc; Dr. Eugene S. Rubin, VP & GM DSD, Sanders; MG Edward M. Browne, the AAH-PM; and Dr. John R. Kreick, PM, DSD.

Right—Singer Link—BG Glenn Goodhand Ret. *, cen., is shown with Dave Woods, left Mgr, USA Tng Sys Sales, and John A. Todd Ret., of Singer's Washington, D.C. office. *AAAA National Executive Board Member



Industry



Bottom right—Martin Marietta—Dan A. Petersen (2d from right), VP, Adv Sys & Plans, briefs, l-r, MG John W. McEnery, Chief of Staff, FORSCOM; BG Robert M. Leich,*; and AAAA President MG George S. Beatty.*

Below—Grumman—Dr. Rensu Caporali, I., Joel DiMaggio, and Ron Corl of Grumman Aerospace update MG Harold I. Small, CG of USA Transportation Center & Ft. Eustis.

Bottom left—Lockheed Missiles & Space—GEN R.M. Shoemaker, cen., queries Jack T. Grover, right, Dir, Adv Sys Div, and J.R. Abbott, Mgr, Army Prog Mktg, as, left, COL John W. Marr, AAAA SrVP*, and COL Emmett F. Knight, Commander, Applied Technology Laboratory, look on.

Left—Beech—J.K. Mackay, center, Mgr, Aerospace Shows & Exhibits, is shown with LTG "Jack" Wright,* left, and LTG "Bob" Williams,* r., at the Beech C-12D exhibit.



Displays



ABOVE: AAAA ladies board busses to tour Atlanta and the home of Prince Faisal. **BELOW:** The "Most Outstanding Chapter", the Avn Ctr Chapter, 1-r, Dean Cunningham, CPT Dave Ahearn, LTC Robert Price, COL Bob Bonifacio, MAJ Ward Coleman, and Tom Sabiston.



ABOVE: President Beatty chats with General Edward C. Meyer during the Awards Banquet. **BELOW:** Greeting



BELOW: Greeting attendees at the President's Reception are, 1. to r. facing left, Art Kesten, Ex-VP, AAAA; Dotty Kesten; MG George S. Beatty, Ret., AAAA's President; and Mrs. Beatty.



oments



Mrs. Rose Marie Swallow (r.) at the Ladies' Coffee are Jo Goodhand, Jean Williams, and (hidden) Millie Leich.



ABOVE: Following their morning "Coffee", COL George A. Morgan, a member of an ODC-SPER, briefing team, discusses 'The Aviation-Career,' with the AAAA ladies in attendance.



ABOVE: James .T. "Butch" Kerr, center, the 1959 "AA of the Year", chats with Art Kesten, r., AAAA's ExVP, and Staffer Wally Kyle. BELOW: Three happy Conventioneers relax after the Banquet while Rene Bidez, r., the Convention photographer, jumps into his own picture.



Army National Guard Dedicates Its Newest Aviation Support Facility at Davison AAF

THE photographs on this page depict the largest — and the newest — Army National Guard Aviation Support Facilities in the United States. The largest, which is shown in the photograph that appears immediately below, is located at Fort Indiantown Gap, PA.

This facility, which could house a regulation football field, is home for a unique mix of Army aircraft, including the CH-54 Tarhe, CH-47 Chinook, UH-1H and UH-1C/M Iroquois, OH-6 Cayuse, and U-3 aircraft.

In the foreground is the building which houses the 2B-24 Simulated Flight Training System (SFTS). Although utilized by aviators

from the Active Army, the U.S. Army Reserve, and the Army National Guard, the SFTS is completely managed and operated by the Army National Guard of Pennsylvania with staff supervision from the National Guard Bureau's Aviation Division.

The second facility, which is shown in the lower of the two photographs, is the District of Columbia Army National Guard Aviation Support Facility. The ribbon-cutting ceremonies for this new AASF took place on June 14 when the official dedication program was held.

This AASF is unique in that while operated 100% by the Army National Guard, it is located on Fort Belvoir's Davison Army Airfield. Then too, it is located in Virginia although it is the home of "District of Columbia Army National Guard Aviation."

Sometimes the Guard is quite complex.



ABOVE: The largest Army National Guard Aviation Support Facility located at Fort Indiantown Gap, PA. **RIGHT:** The District of Columbia's Army National Guard Aviation Support Facility located on Fort Belvoir's Davison Army Airfield.



EXPANSION of Army National Guard (ARNG) aviation programs has elevated the status of its aviation units from their former "poor country cousin" role to a force of well-trained professionals with modern facilities, aircraft, and equipment.

Aircraft availability rates for its fleet of 2,500 to 2,600 aircraft are second to none. Managing a program of this scope requires constant attention to innumerable details but the ultimate key to success lies with people and their productivity.

The addition of modern, up-to-date equipment has enabled ARNG aviation units to launch vigorous "hands-on" training programs aimed at achieving maximum MOS qualification for aviation maintenance personnel. All ARNG aviation maintenance, up to and including AVIM (with limited depot level repairs when approved by DARCOM), is accomplished by Guardsmen. That maintenance not accomplished by Army National Guardsmen during unit training assemblies or annual training is accomplished by Army National Guardsmen in their technician capacity.

Program objectives are twofold

Without getting into a formal mission statement for ARNG aviation units, it can be quite simply stated that their objective is to train their personnel to assure high levels of proficiency and to maintain a combat-ready fleet of aircraft that can be rapidly deployed.

To provide the necessary maintenance support for attaining these objectives, each state is organized with one or more Army Aviation Support Facilities (AASF's), each with an AVUM and limited AVIM capability and, in some instances, with an Army Aviation Flight Activity (AAFA) possessing only an AVUM capability. Maintenance not performed during annual training or during unit training assemblies is accomplished by technicians at the AASF's and AAFA's.

It becomes immediately obvious, therefore, that the difference in the basic organization of these facilities, as compared with active Army units, necessitates a different method for determining personnel and technician requirements.

In the summer of 1976, the ARNG Aviation Division began studying the means by which information could be gathered that would enable them to determine maintenance technician requirements. Great care was taken in developing the system to insure that the data base it produced would be of unquestioned accuracy and integrity that would allow firm recommendations to be made for updating the manning documents of the aviation maintenance facilities.

Additionally, close liaison was established with management analysis personnel of the ARNG Comptroller Division to further insure that valid and accurate data were produced. The product that eventually evolved was called the Aviation Manpower Accounting Data System (AMAD). Initially, eight states volunteered their time and effort to assist in developing realistic methods that could be used at the AASF/AAFA level.

These eight states, (AL, FL, ME, MN, OK, OR, TX, and WV), provided an ideal cross-section of ARNG facilities and aircraft fleet composition. The geographic dispersion of these original states also provided a means to compare the effect of regional climatic differences on manpower requirements of the states.

A two-part system

AMAD is a two-part system for recording and reporting the maintenance that is done at the AASF's and AAFA's. Specifically, the first part is a generalized record and report of total technician duty time expenditure categorized as direct, indirect, and administrative services. The second part is a more detailed record of the amount and kind of specialized services needed to maintain each type of aircraft in the ARNG fleet.

Availability Rates Second to None!

AMAD!

The Chief of the National Guard Bureau's Army Aviation Division, John J. Stanko, cites the Aviation Manpower Accounting Data System as a tool that aids in the determining of maintenance technician needs

AMAD FUNCTIONAL CODES

01	Maint Services	03	Quality Control	05	Maint Support Svcs
01.1	PMD	03.1	A/C Inspections	05.1	Aftp/Alert/Firefgng
01.2	PMI	03.2	FAC Inspection	05.2	Flight Support
01.3	PMP/Phase	03.3	Tech Publications	05.3	ARNG Support
01.4	Repair	03.4	Tech Assistance	05.4	Supervision
01.5	Replace	03.5	Historical Records	05.5	Administration
01.6	Cleang/Gnd Handl	03.6	Calibration	05.6	Cleanup/make ready
01.7	MFT/MOC	04	Supply Services	05.7	Facility Maintenance
01.8	Tech Compli Rqmt	04.1	Parts Acquisition	05.8	GSE Shop Equip Motor Vehicles
01.9	Spec Inspection	04.2	Warehousing	05.9	ALSE
01.10	Local Manufacture	04.3	Inventory Control	05.10	Training
01.11	Troubleshooting	04.4	Parts Res/Expediting	05.11	Meetings
02	Production Control	04.5	Supply Admin	05.12	Travel
02.1	Aircraft Scheduling	04.6	Property Book	05.13	Other
02.2	Aircraft Status	04.7	POL Control	06	Nonavailable Time
02.3	Shop Coordination	04.8	Central Issue Facility	06.1	Leave
02.4	Work Req/Monthly Maint Reports	04.9	Tool Room Keeping Rpstl Items	06.2	Breaks
02.5	AMAD				

FIGURE 3

hour increments; the code column refers to labor subdivisions that are listed in Figure 3. To further illustrate, the 01 codes are all direct labor tasks of which there are 11. They are provided to reduce the amount of writing that must be done by the mechanics and as an aid to simplifying the system. Codes 02 through 05 are indirect support functions with two exceptions in the 03, Quality Control code. Nonavailable time in the 06 code covers leave and technician break time.

Fine-tuning the process

The systems column of the AMAD-1 includes Crewchief—Aircraft Maintenance, and Quality Control in the general category and Avionics, Airframe, Engine, Hydraulics, Prop, and Rotor—Powertrain, and Electrical in the Specialty or Allied Shop categories.

Because of the need to insure that AMAD instructions and procedures are understandable and usable, ten additional states have been added to the original participants. OK, MS, MA, and WI each have two facilities in the testing program. PA, VA, ND, NB, NM, and NV are participating with one facility apiece. Through the efforts of the additional states, it has been possible

to “fine-tune” the AMAD procedures and to “de-bug” the instruction booklet in preparation for going nationwide with the program.

Computer programs to support AMAD are nearing completion. In addition to simplifying administration of the system, computerization will provide each state with a copy of their input, along with the national average for like data, immediately below each item. Thus, each state will have comparative data that will enable them to see how their maintenance operation compares with the rest of the ARNG facilities.

It is important to note that the AMAD System is only a standardization format for quantifying the “who, what, when, and some of the why and how” of the ARNG Aviation Maintenance Program. As such, it is a management tool for improving productivity and not an end in itself.

The AMAD system provides detailed accounting of man-hours, management data for facility, state, and national level, and it establishes a foundation for verifying ARNG-peculiar requirements. It is to be used with other management accounting techniques to identify and subsequently establish nationwide organizational requirements and improvements to the ARNG Aviation Maintenance Program.

ARMY AVIATION IN THE NEWS

FT. EUSTIS, VA—PFC Kenneth Cox and 1LT Michael Strang are shown preflighting a Cayuse, one of the last two stock OH-6A helicopters in the active Army inventory. Both craft were recently flown from Felker AAF to the Southwest where the Dept. of Immigration and Naturalization will use them for duty with the Border Patrol. The two OH-6's were stationed at Felker for instruction in maintenance procedures for Army National Guard aviation personnel. Two modified Cayuse remain with the Army for experimental work at Lakehurst, N.J.



CULVER CITY, CA—Shown at the Hughes Flight Test Center at Palomar Airport, Carlsbad, California, receiving an update briefing on the Advanced Attack Helicopter (AAH) from left are Hans-Juergen Wiess, West German Ministry of Defense, Foreign Armament Department; Maj. Gen. Edward M. Browne, AAH Program Manager; Brig. Gen. Hans-Guenther Kannegiesser, West German Air Force Staff; Brig. Gen. Dr. Harro Tiedgen, West German Chief of Army Aviation; and Lt. Col. GS Franz Lanz, of the West German Air Force Staff.

CULVER CITY, CA—Two representatives of the British Army Air Corps visited the Hughes Helicopters facility to inspect the YAH-64 flight test prototypes and receive a briefing on the Advanced Attack Helicopter (AAH) program progress. Major General Edward M. Browne, center, the AAH Program Manager, who conducted the briefing and tour, is shown conversing with Major General James Withall, Director of the British Army Air Corps, left, while Lt. Colonel Richard C. Eccles, British Army Air Corps, looks on.



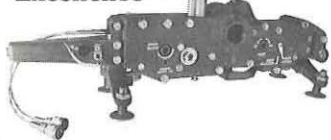
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ARMY AVIATION IN THE NEWS

FT. RUCKER, AL—An oil painting, one of a series used in a Link calendar, is donated to the Army Aviation Museum by Robert A. Gallagher, President of the Link Division of The Singer Company. Accepting the oil painting is Lt. Colonel Thomas J. Sabiston, Ret., right, the Curator of the Museum. During his visit Gallagher toured the Aviation Center's Synthetic Flight Training System (SFTS) in the company of Major General James H. Merryman, left, the Commander of the Aviation Center, who has since PCS'd to a Department of the Army assignment.



REDSTONE ARSENAL, AL—The 50th Production Prototype HELLFIRE Missile was delivered to the US Army in ceremonies held earlier this summer. On hand for the occasion were, from the left: Don Webb, Mgr, of the Huntsville Facility of Rockwell Int'l's Missile System Division (MSD); COL Stanley D. Cass, HELLFIRE-PM; Bob Wyne, Mgr, MSD's Southern Region Office; Tom Murphy, MSD's HELLFIRE Prog Dir; and Bob Tinder, Mgr, MSD Devel Prod'n. Missiles ready for delivery to Hunter Liggett, CA, and to Eglin AFB, FL, are stacked in the foreground. (Delayed photo)

FT. RUCKER—The Distinguished Graduates of the three July 25 USAAVNC graduation classes were, left to right, VDG (Ensign) Leendert J. Zwert, Royal Netherlands Air Force (NATO/Europe R/W Class); Army 2LT Charles D. Gemar (OR-WAC); and WO Malcom L. Wiggins (WORWAC). Brig. Gen. Carl H. McNair, Jr., far left, Acting Commander at the US Army Aviation Center, and the graduation guest speaker, Maj. Gen. Charles W. Dyke, far right, Vice Director, Joint Staff, JCS, chat with the top students following the graduation ceremony.



COL LeRoy White
who'll head new
combined unit at
Ft. Monmouth



People

A Tale of Three Cities? Sometime ago, we noted that **COL Ted A. Crozier, Ret.**, was doing just fine as the mayor of Clarksville, TN, according to the many Air Assault Chapter members who lived in that community. . . Then, **COL(P) "Chuck" Drenz** wrote some months later pointing out that former Corpus Christi Chapter president **COL Luther G. Jones, Jr., Ret.**, (below) was the mayor of Texas' seventh largest city, Corpus Christi. . . Now we learn from MSG Paul N. Edhegard, USAF (Ret.), that still another AAAA member and former Army Aviator is serving as a mayor. He's **LTC Robert M. Tyson, Jr.** who'll be serving the citizens of Robertsdale, AL, until his term runs out this October.

Joseph Mallen (below) has been named President of the **Boeing Vertol Company**, effective August 1, succeeding **Otis H. Smith**, who retired after 38 years of service with the Boeing Company. **Mallen** has been Vice President of Operations at Boeing Vertol and his former positions include: Direc-

Jones



Mallen



A brief letter to the editor is welcomed on any subject. Letters must be signed; however, the writer may ask to have his name withheld. Submit letters to: Editor, Army Aviation Magazine, 1 Crestwood Road, Westport CT 06880.

tor of Technology and Product Assurance, Model 234 Chinook Program Manager, HLH Director of Engineering, Chief Project Engineer for the CH-47 series, and Chief of Aerodynamics.

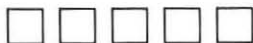
A native of New York City, **Mallen** joined Vertol in 1949 after graduation from MIT, where he received both his Bachelor's and Master's degrees in Aeronautics.

Colonel LeRoy White, (above) Project Manager, Navigation/Control Systems (NAVCON), AVRADCOM, Ft. Monmouth, N.J., assumed command of the USA Avionics R & D Activity (AVRADA) on 1 July. NAVCON and AVRADA will be combined to form a new R&D organization headed by **Colonel White**. The combined organization and its many programs will be the subject of a special issue of **ARMY AVIATION** this December keyed to "NAVCON/AVRADA."

A dual rated Master Army Aviator with more than 20 years' flying experience, **White** is the president of the AAAA's Monmouth Chapter.

Never one to sit still, **MG William J. Maddox, Jr., Ret.**, is back in the Middle East again. . . After serving a two-year stint in Jordan with Arab Wings for **King Hussein**, the AAAA National VP is Managing Director of Arabian Helicopters, Ltd., a joint Saudi-PHI venture in Dhahran, Saudi Arabia.

AAAA PHOTO-STORIES



RIGHT (Delayed photo)—MG Richard H. Thompson, 2nd from left, Regional Pres., is shown with Award Winners honored at a Dec. 1979 awards dinner hosted by the Corpus Christi Chapter. From left to right are CW4 Leroy A. Wall, Company B, 149th Aviation Bn (OKLA-NG), the "Outstanding Reserve Component Army Aviator"; MAJ(P) William Jones, CO, D Co, 34th Spt Bn, 6th ACCB, the "Outstanding Aviation Unit"; SSG David C. Cline, C Troop, 7/17th Cav, the "Outstanding Aviation Soldier"; and SGM William G. Rogers, HHD, Oklahoma ARNG Aviation Division.



LEFT: (Delayed photo)—BG Carl H. McNair, Jr., left, Ft Rucker DCG, presents the First Region—AAAA "Outstanding Reserve Component Aviation Unit Award for 1979" to CPTS Anibal Torres, center, and Jose F. Campos of the Brigade Aviation Section, HHC, 92nd Separate Infantry Brigade, Puerto Rico Army National Guard, which was also selected as the AAAA's national winner of the "Reserve Component Aviation Unit Award."

LEFT (Delayed photo)—Cited for their exceptional support of AAAA's Corpus Christi Chapter are, l-r, Joe Maus, Henry Riebschlaeger, Tony Torres, Jean Herwig, MG Richard H. Thompson (Presenter), Linda Hawks, Peggy Rutter, CPT(P) Robert Chastine, Amado Garza, and Jerry New. Missing from photo were COL(P) Charles Drenz (then Chapter President), Mayor Luther Jones, Jimmy Johnson, Sylvia Barcak, Sandi Roberts, Mary Ann Boyrassa, Mid Walker, and Felix Pospech.



ORGANIZATIONAL CHANGES

Organized at Ft. Sam Houston in 1974, the Fifth Region—AAAA was deactivated in July, MG Richard H. Thompson, the Regional President writing, "... the geographic size of the Region makes it impossible to get a majority of the members together for a convention, and the continued rise in the cost of transportation has re-

duce the ability of AAAA members to travel to Regional convention or award sites at their own expense."

The AAAA's Delaware Valley Chapter representing members in the Greater Philadelphia—Wilmington Area was reactivated on 10 July with Acting Officers Robert F. Sweeney and George H. Smiley polling the members on their interests.

RELATED RECOGNITION

The name of the 15th Medical Detachment was omitted from the list of 1979 winners of USAREUR Region-AAAA awards that was submitted for publication in the May 1980 issue. The unit, which is commanded by MAJ Melvin E. Dunlap, was selected as the Region's "Aviation Detachment Size Unit of the Year." Congratulations, gusst



FORT RUCKER (Delayed)—CW2 Richard A. Gittins, right, of Moscow, Idaho, receives an engraved plaque from the AAAA on being selected as the Distinguished Graduate of the four-month Aviation Warrant Officer Advanced Class at Ft Rucker, AL. Making the presentation is Major General Richard W. Anson, the Deputy Inspector General of the Army and the guest speaker at the graduation ceremony.



Part of the more than 53 Army Aviators and Aloha Chapter—AAAA members who competed in the Annual Honolulu Marathon are shown. Standing, l-r, are CW3 Tom Siffort, SFC Dennis Brown, LTC Curtis Herrick, SP4 Robert Yosi, CW2 Al Verley, CW3 Cris Boswell, CPT Aaron Brown, and CW2 Botch Cantrell. Kneeling: SGT Jose Rosario and CW2 Scotty Johnson. Sitting: MAJ Al Sariego. Some 7,000 runners competed in the 26.2 mile event.



LEFT (Delayed photo)—CPT David L. Ahern, center, shows the "Aces Club Clobber Card" he received for recruiting five new members in the AAAA's Army Aviation Center Chapter to COL Joseph R. Koehler, left, the Chapter President, and MAJ William E. Coleman, Chapter Vice President for Membership Enrollment. CPT Ahern's recruitment efforts also gave him five coupon entries in the 1980 AAAA Membership Sweepstakes now underway.

RIGHT: One of the largest birthday cakes ever baked had icing that read, "Happy Birthday, Army Aviation. 38 Years Flying 'Em'" Cutting the huge cake at the AAAA-Aviation Museum Co-Sponsored 38th Birthday Party for Ft. Rucker personnel are MG James H. Merryman, CG of Ft. Rucker and AAAA Nat'l Board Member, and COL James O. Townsend, Ret., Treasurer of the Army Aviation Museum Foundation. COL Joseph R. Koehler (in shorts), AAAA's Aviation Center Chapter President, holds the sheath of the saber used at the ceremony.



months takeoffs

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